

## Fuel oil non-availability report

Name of Vessel: Federal Sakura		Flag: Panama		IMO Number: 9288291
(If other relevant registration # enter here) :				
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) :				
<p>The vessel will depart Thunder Bay, Canada on May 5th re and will receive high sulfur bunkers in Windsor. The vessel will be non-compliant due to delays at Thunder Bay, it will not have sufficient low sulfur fuel to exit the Great Lakes. The vessel will receive low sulfur fuel in Montreal.</p>				
Port of Origin:	Thunder Bay, Canada	Date:	May 5, 2013	
Port of Destination:	San Juan, Puerto Rico	First US port of Arrival:	Cape Vincent	
Date vessel first received notice that it would be transiting in the N. American ECA:				April 15, 2013
Vessel's location at the time of notice:		Thunder Bay		
Date/Time ship operator expects to enter N American ECA:		The vessel is presently in the North American ECA		
Date/Time ship operator expects to exit N American ECA:		The vessel will be supplied with ECA compliant fuel on May 10th		
Projected days ship's main propulsion engines will be in operation within N American ECA:				3 days using non ECA compliant fuel
Sulfur content of fuel oil in use when entering and operating in the N American ECA:				0.96% sulphur when entered . We will supply 1.21% sulphur in Windsor, then approx 0.98% in Montreal
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:				

Name of suppliers contacted:	Address:	Date of contact:
Sterling Marine Fuels	3665 Russell Street Windsor, Ontario N9C 1E9 CONTACT: Peter Kelly, Vice President PHONE: (519) 253-4694 FAX: (519) 253-5120 E-MAIL:	May 3, 2013

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In case of fuel oil supplied disruption only		
Name of port at which vessel was scheduled to receive compliant fuel oil:	Vessel will receive compliant fuel in Montreal	
Name of the fuel oil supplier was scheduled to deliver (and now reporting the non-availability):		
Not applicable. The vessel was not supposed to receive low sulfur fuel, but ran out of compliant fuel during a delay in Thunder Bay, Canada		

If Applicable
Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):
The vessel ran out of ECA compliant fuel during a delay in Thunder Bay, Canada.
Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:
No low sulfur fuel is available in Windsor, Canada where the vessel is scheduled to take on bunkers. The next port where low sulfur fuel is available is Montreal, Canada.

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Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:

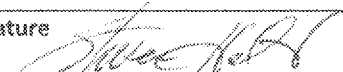
The vessel is not calling a U.S. port, but is transiting U.S. waters in the Great Lakes.

If compliant fuel oil is (was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:

The vessel is not calling a U.S. port, but is transiting the U.S. Great Lakes. The sulfur content of the fuel for this portion of the voyage is 1.21%

List below U.S. ports visited in the last 12 months:			If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil:				
Name	Date	Did vessel use compliant fuel oil? (yes/no)					
a) Duluth	12/17/2012	Yes	Report	Date	Port	Type of Fuel	Comments
b) New London	12/01/2012	Yes	1)				
c) Philadelphia	11/26/2012	Yes	2)				
d) Burns Harbor	5/21/2012	Yes	3)				
e) Cleveland	5/16/2012	Yes	4)				
Ship Master Name: Capt. Eugenio Marasigan			Ship Operator Name:		Fednav International Ltd.		
Legal Agent in the U.S.: n/a			Ship Owner Name:		Pine Maritime Corporation		
Name of designated Corporate Official: Steven Holt							
Address (Street, City, Country, Postal Code):			Fednav International Ltd. 1000 de La Gauchetiere West Suite 3500 Montreal, Quebec, Canada H3B 4W5			Tel. Num.: 514-878-6500	

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001

Signature 	Print Name STEVEN HOLT	Date: May 4, 2013
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